NIMA LIST OF LIGHTS CORRECTIONS

PUB 114 Ed 2001 NEW EDITION
(NIMA) 17/01

SAILING DIRECTIONS CORRECTIONS

PUB 132 9 Ed 2000 LAST NM 16/01
Page 44—Lines 25 to 27/R; read:
a lighted buoy. The berth consists of three mooring buoys lying at the seaward end of a submarine oil pipeline extending 400m SSE from the shore. Several conspicuous tanks
(BA NM 46/00) 17/01

Page 44—Line 31/R; read:
and is used by vessels up to 100m in length. Two mooring buoys are moored 275m WSW of the jetty. Two concrete
(BA NM 46/00) 17/01

PUB 147 6 Ed 1996 LAST NM 15/01
Page 77—Line 50/R; insert after:
Caution.—Marine Conservation Regulations are in force in the Cayman Islands. These regulations establish three categories of Marine Parks; replenishment zones, marine park zones, and environmental zones. Consult local officials for details.
(BA NP 70, Supp. 2-98) 17/01

PUB 158 7 Ed 2000 LAST NM 15/01
Page 85—Lines 26 to 29/R; read:
boarding area for vessels enroute:
1. Yokkaichi Ko, 3 miles E of the breakwater.
2. Ise Wan Sea Berth, 4 miles S of the Sea Berth.
3. Showa and Cosmo Sea Berth, 3.25 miles SSE of Showa Sea Berth.

(BA NM 7/01, Section IV) 17/01

PUB 159 7 Ed 1999 LAST NM 5/01
Page 76—Line 17/L; insert after:
Caution.—A restricted area 0.7 mile WNW of Hiro Se Light extends about 3 miles NNW; the exact boundary may best be seen on the local chart.
(BA NM 7/01, Section IV) 17/01

PUB 161 7 Ed 1998 LAST NM 6/01
Page 76—Lines 26 to 28/L; read:
Pilotage.—Pilotage, available during daylight only, is compulsory for all foreign vessels entering and leaving the harbor. Vessels are boarded in the quarantine anchorage 1.6 miles NW of the harbor entrance.
(BA NM 12/01, Section VI) 17/01

Page 83—Lines 24 to 30/L; read:
Pilotage.—Pilotage, available during daylight only, is compulsory for foreign vessels entering, leaving, and moving within the port. Requests for pilotage are sent 24 hours in advance. Vessels are boarded at the pilotage and quarantine anchorage centered 4 miles S of the light on Guantou Jiao. Vessels should send their ETA with draft and cargo description 72, 48, and 24 hours in advance of the arrival at the anchorage, and amended as necessary.
(BA NM 12/01, Section VI) 17/01

PUB 175 6 Ed 1994 LAST NM 14/01
Page 4—Lines 31 to 34/R; read:
enter to load.
(BA NM 50/99, Section IV) 17/01

Page 5—Line 18/L; read:
The main channel on the N side has a depth of 10.8m,
(20(545(T))00 Wollongong) 17/01

Page 5—Line 26/L; read:
depth of 12.3m in 2000. The center of the wharf is
(20(545(T))00 Wollongong) 17/01

Page 5—Line 31/L; read:
Evans Landing, with a depth alongside of 9.9m in 2000,
(20(545(T))00 Wollongong) 17/01

Page 5—Line 39/L; read:
alongside of 9.5m in 2000. The berth will accommodate
(20(545(T))00 Wollongong) 17/01

Page 40—Lines 12 to 15/R; read:
this reef are above water, and a depth of 7.4m was reported in 1965 to lie outside its limits about 2 miles NNW of the point. Another shoal, with a depth of 8.3m, was reported (1979) to lie 3 miles NW of Smith
(US NM 27/74391/99) 17/01

Page 40—Lines 21 to 25/R; read:
the point, with a 0.1m patch on its E edge, about 1.75 miles NE of the head.
(US NM 27/74391/99) 17/01

Page 40—Lines 41 to 42/R; read:
but may be difficult to identify.
(NIMA) 17/01

Page 41—Graphic; strike out.
(NIMA) 17/01

PUB 175 (Continued)

Page 52—Line 45/L; read:
bearings of 135˚ and 139˚. It has been reported (2000) that the light structure has been difficult to locate during the day.
(PUBS 012/01) 17/01

Page 53—Line 6/R; read:
fairway at a rate of 1 to 2 knots, although a 4 knot ebb current has been reported (2000). The flood
(PUBS 012/01) 17/01

Page 68—Lines 26 to 27/L; read:
Pee Shoal (11˚45'S., 124˚50'E.), with a least known depth of 10.3m, lies
(2(120)01 Taunton) 17/01

Page 68—Line 41/L; read:
known depth of 13.4m
(2(120)01 Taunton) 17/01

Page 70—Line 24/R; read:
Koojara Shoal (13˚47'S., 126˚35'E.), with a least depth of 0.8m about 4.5 miles
(1(46)00 Wollongong) 17/01

Page 70—Lines 28 to 29/R; read:
shoal, breaks in N winds; a depth of 0.8m lies about 1.5 miles SSE of the islet.
(1(46)00 Wollongong) 17/01

Page 119—Line 51/R; insert after:
Wanaea Terminal (19˚35'S., 116˚27'E.) is located 33 miles N of Wandoo Marine Terminal. Vessels are required to send their ETA 72, 48, 24, and 12 hours in advance. Vessels shall notify the terminal if the ETA changes by more than 1 hour after the submission of the 12 hour notification. Vessels initially position themselves 3 miles astern of the terminal. Pilotage is compulsory. The pilot boards 1 mile astern of the terminal.

Legendre Oilfield (19˚41'S., 116˚43'E.), which is under development about 15 miles ESE of Wanaea Terminal, will consist of a permanently-moored storage tanker and an offshore production unit close SE of it. The tanker and the production unit will be connected by a pipeline.

Caution.—Extensive oil exploration activity is underway in the area between Glomar Shoal and Rankin Bank (19˚44'S., 115˚35'E.). Details can best be seen on the chart.
(US NM 8/74020/99; BA NP 286(4);
US CH 74021; 4(438(P))01 Taunton) 17/01

Page 122—Line 5/L; insert after:
Anchorage berths S1 through S4, with depths of 8 to 10m, have been established N of the channel to Parker Point. Anchorage berth W5, with depths of 11 to 12m, has been established 0.5 mile N of East Intercourse Island Ore Jetty. All anchorage berths have a radius of 510m.
(BA NM 44/00, Section IV) 17/01

Page 141—Line 46/R; insert after:
Eight anchor berths, each with a radius of 0.5 mile and marked S1 and N1 through N7, are situated in the approaches.
(5(144)00 Wollongong) 17/01

Page 149—Lines 47 to 48/R; read:
Vessels normally berth starboard side-to. Available depths (2000) are given in the accompanying table.

Available depths at Fremantle	
Berth	**Depth**
No. 1	10.8m
No. 2	10.9m
No. 4	12.7m
No. 5	12.7m
No. 6	12.7m
No. 7	12.7m
No. 8	12.7m
No. 9	12.9m
No. 10	10.7m
No. 11	10.8m
No. 12	10.8m
A	9.0m
B	9.0m
C	9.0m
D	10.8m
E	10.8m
F	10.9m
G	10.9m
H	10.7m

(18(512(T))00 Wollongong) 17/01

Page 151—Lines 1 to 3/L; strike out.
(NIMA) 17/01

Page 155—Lines 23 to 25/R; read:
and 20 miles SSE, respectively, of the cape.
(BA NM 39/00, Section IV) 17/01

Page 191—Line 29/R; read:
close N by a buoy, lies on this reef close N of the E
(6(176)91 Wollongong; US CH 75110) 17/01

Page 225—Line 8/R; read:
NW and is marked by a beacon. A dangerous wreck
(6(177)91 Wollongong) 17/01

PUB 191 9 Ed 2000 LAST NM 16/01

Page 94—Lines 46 to 54/R; read:

5.18 Port du Havre-Antifer, a large VLCC oil terminal, is situated about 9 miles N of Cap de la Heve, close S of Cap d'Antifer. It is administerred by the port authority of Le Havre.

Winds—Weather.—The port is exposed to winds and swell between S and W. Local regulations are in force to prevent incidents due to bad weather. Strong winds may reduce the water level in the port by up to 0.5m.

Tides—Currents.—The tides rise about 8m at MHWS and 6.6m at MHWN.

The tidal currents usually run parallel to the shore and attain a maximum rate of 3 knots at springs.

Depths—Limitations.—The Approach Channel, which may best be seen on the chart, is composed of an IMO-adopted Deep-Water Route, an Access Channel, and an inner Entrance Channel. The Entrance Channel is maintained by dredging at depths of 24 to 25m.

The Deep-Water Route, which is not buoyed, is entered 36 miles WNW of Cap d'Antifer and leads ESE for about 25 miles. The SE end of this Deep-Water Route, where it funnels into the Access Channel, is known as the Zone d'Engainement.

The Access Channel is entered about 11.5 miles WNW of Cap d'Antifer. It is 0.5 mile wide and leads ESE for 7.5 miles to the Entrance Channel. The Entrance Channel, 0.3 mile wide, leads ESE for about 4 miles from the SE end of the Access Channel to the terminal.

A Disengagement Area, which may best be seen on the chart, lies adjacent to the S side of the Approach Channel, about 4.5 miles WNW of the terminal. This area enables deep-draft vessels to abort their approach, turn, and return to the Waiting Areas.

A Safety Area (Holding Area), which may best be seen on the chart, lies adjacent to the S side of the Entrance Channel. This area, 0.4 mile wide, enables outbound vessels, in special circumstances, to stay clear of the Entrance Channel.

A turning area, with a diameter of 1,450m, lies close S of the berths. Vessels are usually swung to starboard and berthed stern first.

An arm extends S from the center of the breakwater and provides two berths with depths up to 28m. Tankers up to 550,000 dwt, 400m in length, 65m beam, and 28.5m draft can be accommodated alongside.

It is reported (1999) that a tanker of 555,031 dwt, 414m in length, 79m beam, and 28.5m draft has been handled at the terminal.

Lighted sign boards are placed at each
(Fr SD C2.1; BA NP 27) 17/01

Page 95—Lines 1 to 53/L; strike out.
(NIMA) 17/01

Page 95—Lines 58 to 60/L; read:

Aspect.—Antifer A5 lighted buoy (49˚46'N., 0˚17'W.), equipped with a racon, is moored about 21 miles NW of Cap de la Heve.

The Access Channel and the Entrance Channel are marked by lighted buoys. A lighted range, which may best be seen on the chart, indicates the fairway of the Entrance Channel.

An angled breakwater projects from the shore and protects the terminal. It extends 1,550m NW, then 1,000m W, and then 950m SW. A light is shown from a prominent structure, 17m high, standing on the outer extremity of this breakwater.

For further information concerning landmarks and aids, see paragraphs 5.9 and 5.17.

Pilotage.—For information concerning pilotage procedures, requests for pilotage, and ETA messages, see paragraphs 5.9 and 5.11.

Pilots board vessels calling for the first time at Port du Havre-Antifer about 1 mile N of Antifer A5 lighted buoy (49˚46'N., 0˚17'W.).

An electronic navigation system called Syledis is used in the approaches to the port. It provides information on the vessel's position and movement. The portable receiver unit is brought on board by the pilot.

Regulations.—A Vessel Traffic Service (VTS) Identification Zone for vessels navigating in the Baie de la Seine has been established for the purpose of facilitating recognition of vessels bound to or for the ports of Port du Havre-Antifer, Le Havre, Rouen, and Caen-Ouistreham. The zone is bounded by an arc of radius 22 miles centered on Cap de Le Heve Light. For further information, see paragraph 5.9.

Special regulations and reporting procedures apply to vessels carrying hydrocarbons or dangerous substances bound for or sailing from Port du Havre-Antifer, Le Havre, Rouen, and other La Seine ports. For further information pertaining to these special regulations, see paragraph 5.9.

Vessels over 1,600 grt and carrying hydrocarbons or dangerous cargoes should consider the entire Navigation Controlled Approach Channel to be a Mandatory Access Channel.

Vessels carrying hydrocarbons and vessels constrained by their draft must enter the port via the Approach Channel. Such vessels may enter or leave the Approach Channel only to the W of the A7 and A8 lighted buoys (49˚45'N., 0˚07'W.).

Vessels constrained by their draft should display the appropriate international signals when entering the Deep-Water Route leading to the port.

Vessels carrying hydrocarbons and vessels constrained by their draft bound for the port must establish radio contact with Le Havre port radio station before entering French territorial waters. Such vessels must remain in continuous contact until berthed alongside.

Vessels carrying hydrocarbons and vessels constrained by their draft bound for the port must report any significant defects concerning propulsion machinery, steering or anchor gear, mooring winches, or radar equipment to the authorities prior to entering French territorial waters. Vessels with any defects will be required to complete a questionnaire.

Vessel carrying hydrocarbons and vessels constrained by their draft bound for the port must have a Le Havre pilot on board while within 7 miles of the French coast.

Inbound vessels constrained by their draft may not turn or leave the Approach Channel once they have entered it at the A7 and A8 lighted buoys (49˚45'N., 0˚07'W.).

PUB 191 (Continued)

Vessels are prohibited from fishing, anchoring, or stopping, except in special circumstances, while within 200m of the Approach Channel or associated controlled areas.

Outbound vessels, except harbor craft, should stay in the Approach Channel or safety areas. Vessels not constrained by their draft, when W of the A19 and A20 lighted buoys (49˚41'N., 0˚03'E.), may leave the Disengagement Area if navigation conditions allow provided that they have a pilot on board and they are in contact with the Traffic Control station.

Anchorage.—Two designated Waiting Areas, the limits of which may best be seen on the chart, lie adjacent to the S side of the Deep-Water Route. These areas are exposed but good holding ground has been reported.

The area centered about 2 miles WNW of the A5 lighted buoy is for vessels with drafts of 25m and over; the area centered about 1 mile E of the A5 lighted buoy is for vessels with drafts of less than 25m.

Caution.—Numerous wrecks, some within the anchorage areas, lie in the approaches to the port and may best be seen on the chart.

(Fr SD C2.1; BA NP 27) 17/01

Page 95—Lines 1 to 60/R; strike out.

(NIMA) 17/01

PUB 192 7 Ed 2000 LAST NM 14/01

Page 73—Lines 8 to 9/R; read:

cliff at North Foreland. A prominent radio mast is situated close NNE of the light.

(BA NP 28) 17/01

COAST PILOT CORRECTIONS

COAST PILOT 7 32 Ed 2000 Change No. 7
LAST NM 10/01

Page 187—Paragraph 169, lines 7 to 8; read:

January-March 2000, the controlling depths were 37 feet in the entrance channel to the turning basin, thence 35 feet in the basin. The channel is ...

(BPs 170817-18; BPs 170869-72) 17/01

Page 290—Paragraph 100, line 3; read:

railroad bridge.

Caution.–The coastline of Coos Bay is not a safe place to anchor during the winter months because of the rapid and severe onset of weather.

(CL 1715/00) 17/01

Page 469—Paragraphs 1 to 6; read:

Sales Information.–National Ocean Service (NOS) publications, nautical charts and unclassified National Imagery and Mapping Agency (NIMA) nautical charts are sold by NOS and its authorized sales agents in many U.S. ports and in some foreign ports through the National Aeronautical Charting Office. Mail orders should be addressed to:

National Aeronautical Charting Office, AVN-530
Federal Aviation Administration
6501 Lafayette Avenue
Riverdale, MD 20737-1199

Mail orders must be accompanied by a check or money order (payable in U.S. funds) payable to FAA. Remittance from outside the United States should be made either by an International Money Order or by a check payable on a U.S. bank. Chart catalogs, which include a listing of authorized sales agents, are free upon request. Telephone orders may be placed by calling 301-436-8301 or toll-free 1-800-638-8972 (Visa or Mastercard accepted); or by FAX, 301-436-6829 or by Email: Distribution@noaa.gov. NOS maintains an over-the-counter sales office at the FAA, Riverdale, MD (see address above). Visa, Mastercard, checks, cash, and money orders are accepted. Sales information is located on the internet website address, http://acc.nos.noaa.gov.

(CL 1719/00; NOS/01; DOLE/01) 17/01

Page 469—Paragraph 53, lines 1 to 5; read:

National Imagery and Mapping Agency Procurement Information.–Unclassified publications produced by the National Imagery and Mapping Agency (NIMA) are available from the U.S. Government Printing Office, Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-1954. Orders can be placed on the U.S. Government Online Bookstore (http://bookstore.gpo.gov), by phone (202-512-1800) or by FAX (202-512-2250). Classified NIMA ...

(CL 1719/00) 17/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 Ed 2001 LAST NM 16/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
		JAMAICA		
3135.5 *3-6472*	**Jamaica Coast Guard (6YX).**	2738 kHz, A3E, Ch. 13, F3E.	1330, 1830.	Local navigational warnings and weather.
		Ch. 13, F3E.	0130, 1430, 1930.	Weather.

* 17/01

PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
			FINLAND		
	NOTE: Ships are requested to report ice and other navigational hazards by radio; ice conditions may be reported in ice code, English, Finnish, German or Swedish, and should be sent to the nearest coast radio station. Finnish icebreakers Urho (OHMS), Sisu (OHMW)*, Voima (OHLW), Apu (OHMP), Fennica (OJAD), Nordica (OJAE), Otso (OIRT), Kontio (OIRV) and Botnica (OJAK) maintain 24 hour watch on radiotelephone 2338 kHz and on VHF Ch. 16. Icebreakers will reply on the call frequency, whereafter the communication will continue on a working frequency. * Also 12 hour watch on radiotelegraphy 500 kHz.				
3314 *3-0510*	**Turku (OFK).**	1638, 1677, 1719, 2810 kHz, J3E, Ch. 01, 02, 03, 04, 05, 07, 23, 24, 25, 26, 27, 28, 84, 85, 86, 88, F3E.	0233, 0633, 1033, 1433, 1833, 2233.	NAVAREA I, local navigational warnings and weather.	
		1638, 1677, 1719, 2810 kHz, J3E, Ch. 01, 02, 03, 04, 05, 07, 23, 24, 25, 26, 27, 28, 84, 85, 86, 88, F3E.	0803, 1133, 1933.	Ice.	
			*		17/01
3315 *3-0565*	**Radio Finland (Yleisradio).**	558, 963 kHz, A3E.	0655, 1045, 1710, 2055.	Local navigational warnings and weather in Finnish.	
		93.1-100.3 MHz, F3E.	0615, 1045, 1710, 2010.	Local navigational warnings and weather in Finnish.	
		558, 963 kHz, A3E, 93.1-100.3 MHz, F3E.	1045.	Ice in Finnish.	
		6120 kHz, A3E.	1045 (Mon. - Sat.).	Local navigational warnings, weather and ice in Finnish.	
		*	*	*	17/01
			TURKEY		
3532 *3-1668*	**Bandirma (YMB20).**	478 kHz, A1A.	0700, 0720, 1900, 1920.	Weather.	
		3636 kHz, A1A.	0800, 1330, 1730, 2200.	Weather.	
		6965 kHz, A1A.	0950, 2150.	Weather.	
		6965 kHz, A3E.	0625, 1655.	Weather.	
		4560 kHz, F1B.	Every hour +10m, +30m.	Weather.	
		*	*	*	17/01
3533 *3-1660*	**Istanbul (TAH).**	513 kHz, A1A.	0233, 0633, 1033, 1433, 1833, 2233.	Local navigational warnings.	
		2670 kHz, J3E.	0033, 0433, 0833, 1233, 1633, 2033.	Local navigational warnings.	
		4405, 8812, 13128 kHz, J3E.	1000, 1800.	Weather.	
		4560, 8431, 12654 kHz, F1B.	0800, 2000.	Weather.	
		Ch. 67, F3E.	0700, 1900.	Weather.	
		518 kHz, F1B.	0030, 0430, 0830, 1230, 1630, 2030.	NAVTEX (D).	
		*	*	*	17/01